



800

*Coupe*





**800**

*Coupe*



*Rover's new flagship has no rival.  
A car of grace, power and authority, well  
worthy of the most discerning driver.*





*Coupé*



*The world's finest cars stir the emotions.  
The very first sight of the Rover 800 Coupe  
quickens the pulse.*

*Coupe*



*Coupe*





*The form captures a flowing, powerful  
elegance, expressing an artistry unique to  
Rover's designers.*

*Coupé*



*The wealth of leather upholstery evokes a timeless pedigree of British craftsmanship, perfectly integrated with 90's technology.*

*Coupe*





*As the door closes quietly behind you,  
you enter a different world; one where driving  
takes on a completely new dimension.*



*The Coupé, by its exclusive nature,  
will rarely be seen. But just one brief glimpse  
will never be forgotten.*

*Coupé*





*Rover are masters of cabin comfort.  
Relaxing in such graceful  
surroundings, the longest journey  
passes like a dream.*

The artistry of Rover's designers is epitomised in the design of the Coupe's unique interior. Skilfully trimmed by craftsmen, the seats are completely upholstered in the finest quality leather. A traditionally British narrow pleat style is used, with contrasting piping. Almost the entire interior is leather-clad, from the head restraints and door casing inserts to the steering wheel.

For cold weather comfort, both the front seats incorporate heating elements in the cushion and the squab; thus you can remove your coat and drive in comfort from the start of the journey. The front seatbelt presenters allow the belts to be easily reached without impeding access to the rear. To give easy access to the rear compartment, the front seat backrests fold

forwards. There is an additional inboard release on the front passenger seat, so that the driver can fold the seat as a courtesy to the passenger entering the car on the nearside.

The rear compartment is equally distinctive, and luxuriously appointed. The individual rear seats provide armchair comfort for two passengers. However, there is also room for a third passenger should the occasion require.

The comfortable seating, combined with the generous legroom and headroom, endow the Coupe with lavish accommodation both front and rear.

A high quality cut-pile carpet, together with convenient map pockets fitted to the rear of the front seats, complete the atmosphere of restful luxury.

Front seatbackrest folded forward to give access to the rear compartment.



Rear compartment showing the individual rear seats and the third passenger seat.





*To take the wheel is to appreciate  
the Coupe's heritage; an enviable pedigree  
of British motor car design.*

Based on sound ergonomic design, a masterful simplicity underlies the design of the Coupe's controls and instrumentation. Two clear round dials house speedometer and tachometer, with gauges and warning lights grouped logically around them. The feeling is that of being wrapped around by a cockpit, where everything, from gear lever to air-conditioning controls, falls effortlessly to hand. Once you are in the driving seat, the car quickly fits you like a glove. The height-adjustable steering wheel, combined with the fully powered adjustment of driver's seat and door mirrors, allows you to select the perfect driving position. On the road, power is translated into fluid, controlled motion through a chassis design which delivers taut handling together with a smooth, compliant ride. The Speed Sensitive power steering gives pinpoint precision and a well-weighted feel at higher speeds.

Such is the achievement of the Coupe's designers that, despite its substantial dimensions, it feels extraordinarily agile and sporting to drive. The overall impression is of immensely eager but smooth power, combined with a cat-like suppleness and strength. All, delivered with a well-insulated refinement which cocoons driver and passengers in a different world. Complementing the qualities which make the Rover 800 Coupe so effortless and pleasurable to drive are intelligent design features which focus strongly both on security and convenience. The power and range of these facilities owe much to a powerful central processor, which co-ordinates a vast network of inter-related functions with great speed, accuracy and reliability. The car can be quickly secured using the remote 'lazy locking' facility, which locks the doors then closes

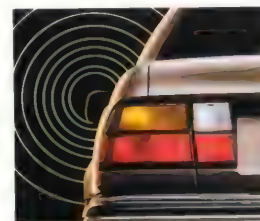
windows and sunroof. The powered windows and sunroof have a 'back off' system, which reverses the direction if an obstruction is met during closing. Electronic intelligence also ensures that the security systems are highly effective. These include an advanced ultrasonic anti-theft alarm, together with a number of intelligent built-in checks. When the car is being unlocked, the courtesy lights briefly switch on to give confirmation. When locking,

the lights flash twice; a mislock alarm sounds if doors, boot or bonnet are not properly locked. Further protection is provided by strong lock shields and an anti-pick mechanism. The central microprocessor brings other welcome touches of convenience. For example, a courtesy delay allows the headlamps to remain on for a short period after you have left the car, lighting up the gate or garage door.

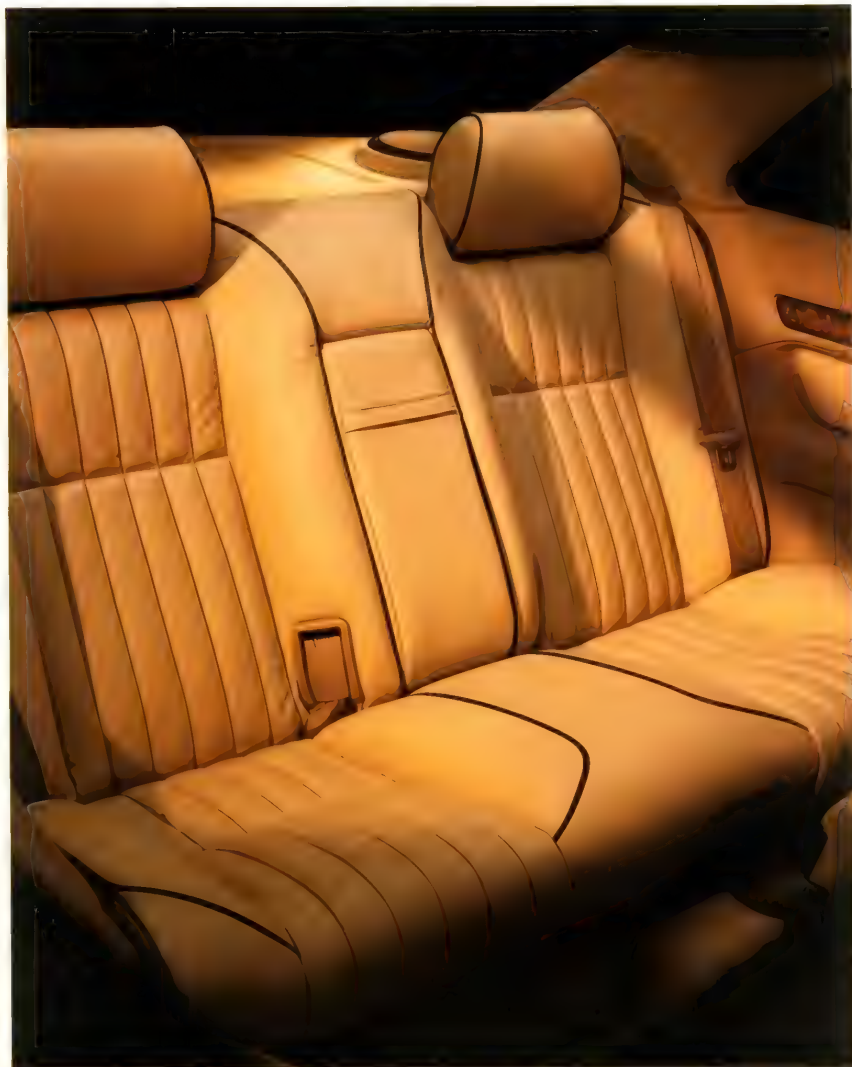


The instrument panel is designed to be easily read and understood, with a clear, logical layout of gauges and indicators.

The central microprocessor controls a vast network of inter-related functions, ensuring that the car operates with maximum efficiency and reliability.



The front of the car is designed to be easily read and understood, with a clear, logical layout of gauges and indicators.



*The Rover values of traditional British craftsmanship and quality have never before been so finely expressed.*

The elegance of the Coupe's leather upholstery is perfectly complemented by the rich burr walnut veneer which completely surrounds driver and passengers. Selection of the veneer is a task for the experienced craftsman, trained to look for patterns which match the natural flow of the eyes round the car interior. Once cut and mounted, the veneer is polished both before and after the application of several coats of lacquer, which give it a deep sheen and also essential protection.

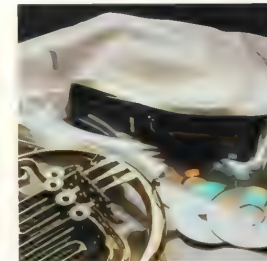
This impeccable luxury, like every other aspect of the Coupe's design and engineering, has had to undergo some extremely punishing tests before receiving Rover's stamp of approval.

During development, the Coupe was taken to Phoenix, Arizona, where it was subjected to temperatures of

up to 45 degrees C - a severe test for every component, from the engine to the air-conditioning system, not to mention the upholstery. The snow and ice of Scandinavia provided the other extreme, with testing in temperatures as low as minus 30 C. The hottest summer, therefore, will be shrugged off by the Coupe's sophisticated Automatic Temperature Control air-conditioning system.

A fine in-car audio system perfects the pleasures of driving the Rover 800 Coupe. This is Rover's new R990 system, with a 6-disc CD autochanger mounted securely in the boot, and controlled from the console-mounted electronic radio/cassette player. The exceptional sound quality of Compact Disc is, of course, the more enjoyable because of the car's high levels of refinement.

Selection of the finest burr walnut is a task for the experienced craftsman, trained to look for patterns which match the natural flow of the eyes round the car interior. Once cut and mounted, the veneer is polished both before and after the application of several coats of lacquer, which give it a deep sheen and also essential protection.



The CD autochanger is mounted in the boot, and is controlled from the console-mounted electronic radio/cassette player. The exceptional sound quality of Compact Disc is, of course, the more enjoyable because of the car's high levels of refinement.



*This is travel in the true Grand Tourer style;  
uncannily smooth, flawlessly quiet, with power  
that devours the miles.*

*Coupe*



*The V6 engine inspires both excitement and respect, delivering its abundant reserves of power with deceptive refinement.*

Powering the Rover 800 Coupe is an all-aluminium alloy 24-valve V6 engine which is extremely powerful and responsive; yet also outstandingly quiet

Naturally, the V6 configuration plays a major role in this refinement. Building on the inherent quietness of the 6-cylinder design, the shorter, more rigid crankshaft of the configuration gives a still smoother power delivery than an in-line 6-cylinder

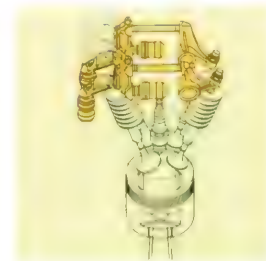
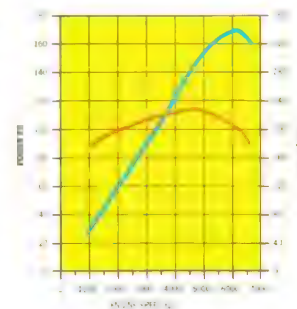
The power of the V6 owes much to the classic four valves per cylinder design, optimising combustion efficiency. Enhancing the smooth yet muscular response of the Rover 800 Coupe is the programmed fuel injection and ignition system, developed from Formula One technology

Further contributing to the wide, even spread of

power, the Rover's V6 engine features dual tracts for each intake port, their different lengths specially tuned to optimise engine torque output at varying engine speeds

Air flow through the tracts is controlled by the engine's Electronic Control Unit, providing an exceptionally flexible, powerful response at all times. Perfectly complementing the torque characteristics of the V6 engine is a four-speed electronic automatic transmission. This features a 'Sports' mode, in addition to the normal 'Cruising' mode, giving you a choice of driving style. (Should you prefer manual transmission, this is available as a no-cost option). Electronic cruise control provides the finishing touch for long motorway journeys, maintaining the pre-set speed automatically and enhancing driving comfort.

150 PS (102kW) @ 5600rpm  
Max Torque:  
100% Nm @ 4500rpm  
(100% Nm @ 4500rpm)



The V6 engine features dual tracts for each intake port, their different lengths specially tuned to optimise engine torque output at varying engine speeds. Air flow through the tracts is controlled by the engine's Electronic Control Unit, providing an exceptionally flexible, powerful response at all times.

*Rover's leading-edge environmental engineering is based on a simple philosophy; today's decisions must be right for tomorrow's world.*

Rover's environmental engineering programme extends considerably further than the manufacturing facilities; it is a company concern, at all levels. Similarly, every single aspect of the product and the manufacturing process is a part of this programme. In addition to the control of exhaust emissions, attention is being focused, for example, on the elimination of Chloro Fluoro Carbons (CFCs) from the product and the production process. It is some time now since Rover's exterior body colours went completely lead-free, following a major engineering programme. All the time, Rover is looking, not just at minimising pollutants, but also at eliminating waste and optimising efficiency. It is a tribute to the efficiency of the three-way controlled exhaust catalyst fitted to the Rover 800 Coupe that performance and economy are barely affected.

The three-way catalyst is designed to minimise the three major pollutants which are still produced even with unleaded fuel: Carbon Monoxide (the result of partially burnt fuel), Nitrous Oxide (a by-product of combustion) and Hydrocarbons (unburnt fuel). The three-way controlled catalyst fitted to the Rover 800 Coupe is highly efficient because it is linked, via the engine's Electronic Control Unit, in a 'closed loop' to the fuelling system. An oxygen sensor continually monitors the exhaust gases, sending a signal to the fuel injection microprocessor. This in turn adjusts the mixture automatically to reduce emissions to a minimum.

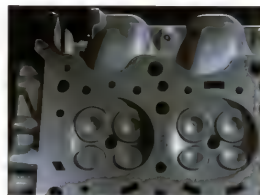
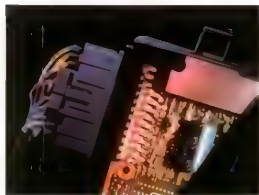
From the outside, the catalyst simply looks like an extra silencer in the exhaust system, located close to the engine because it needs the heat to work properly. Inside, however, is a highly sophisticated chemical



processing plant in miniature, with a total internal area that can be equal to two full-size football pitches. Exhaust gases pass through a honeycomb of

thousands of tiny cells, coated with a thin layer of precious metals, which set up the catalytic reaction with the exhaust gases.

The three-way catalyst is a complex device, designed to convert the harmful pollutants in the exhaust gases into harmless substances. It is a key component of the engine's emission control system.



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*In the quest for the highest levels of quality,  
Rover have developed technology never before  
used in the motor industry.*

To achieve completely new levels of product quality, Rover have been pioneering new technology, with the extensive use of a 'graphite template'. Normally, the final representation of the finished vehicle prior to the development of pre-production models is a glass fibre styling model. Rover's development of a full-size graphite model (in addition to the glass fibre model), with its advantages of strength, lightness and stability, gives unprecedented precision in the accuracy of the final panel fit and surface form. In creating the 800 Coupe, Rover have taken this

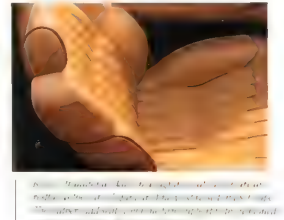
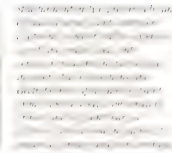
pioneering technology a stage further. The graphite template has also been used to develop the interior of the car. This has allowed components to be modelled and checked to microscopic levels of precision, removing 'master parts' and substituting production parts; or trying out master parts on real vehicles. An intensive design and development programme has produced a car which is unique, inside and out. From the gracefully shaped wings to the rounded boot lid and the distinctive design of the frameless door windows, the Coupe incorporates a wealth of unique features which

make a major contribution to the car's powerful identity. Further important detail touches include, for example, the channels incorporated into the A posts either side of the windscreen; these prevent water blowing round on to the side windows, and also reduce wind noise. Testifying to the efficiency of the elegant form is a commendably low drag coefficient of just 0.29. The unique styling of the Coupe also endows it with great strength. The overall structural integrity and stiffness are high, enhancing the protection afforded by the passenger safety cell. The doors also have side intrusion rails, reinforcing their resistance to side impacts. An additional important safety feature is electronic anti-lock braking, a standard fitment. This is the Bosch 2E system; a sensor mounted on each wheel continually measures its speed, and feeds this

information to a central control unit. The control unit compares wheel speeds and detects variations which could mean

that the wheels are about to lock. If this happens, the control unit instantly regulates brake pressure. Important protective features are built into the interior. For example, the steering wheel has a centre pad which is designed to minimise the risk of injury in an impact. In addition, a driver's airbag system is available as an option if required. The design of the seats and seatbelts plays a key role in occupant protection. Rover have optimised the effectiveness of the seat belts in two ways.

Firstly, the front seat belt presenters help to ensure that the belt lies correctly across the shoulders, yet swing out of the way to allow unobstructed access to the rear. Secondly, the seat belt buckle is attached directly to the seat frame, maintaining the belt in the correct position regardless of seat adjustment. As a further precaution, 'anti-submarine' panels are built into the front seats, helping to prevent the occupant from slipping underneath the seat belt in the event of a collision.







*Coupe*

## ENGINE AND TRANSMISSION



### 169PS 2675cc V6 engine

All-aluminium alloy cylinder head and cylinder block. 6 cylinders, 24-valves. Programmed ignition and sequential electronic multi-point fuel injection. Electronically controlled dual intake manifold system: dual length tracts are specially tuned to optimise torque output at varying engine rpm; air flow is controlled by the engine's Electronic Control Unit, giving a smooth and powerful response at all times. Exhaust emissions are minimised by the standard three-way controlled exhaust catalyst. With this closed loop system, exhaust emissions are continuously monitored by the engine ECU, via an oxygen sensor positioned in the exhaust manifold. Depending on the signals it receives from the sensor, the ECU adjusts the fuel/air mixture to keep emissions to the minimum.

4-speed electronic automatic transmission with Sports and Cruising modes. Sports mode causes the transmission to change up later and change down sooner, giving Sports performance. Position S gives Sports mode without 4th gear, whilst S4 switch gives Sports change points with all four gears. Five-speed manual transmission is available as a no-cost option.

## ELECTRICAL



Exterior: Twin halogen headlamps. Hazard warning lamps. Twin reversing lamps and fog lamps. Side repeater flashers.

Interior: Heated front seats (cushions and squabs). Powered adjustment for both front seats. 2-position memory facility for driver's seat and door mirrors. Glovebox lamp. Centre roof-mounted interior lamp. Courtesy light delay. Lamps-on warning buzzer. Illuminated switches and controls. Heated rear window with automatic cut-off. Electric adjustment/demisting of door mirrors. Front electric windows with one shot up and down facility. Ultrasonic anti-theft alarm system. Central locking. Infra-red remote door/boot locking. Infra-red lazy locking (remote closing) of windows and sunroof. Courtesy light locking/unlocking acknowledgement. Mislock alarm. Courtesy light door open timer. Boot remote release cut-out (when car is in motion). Headlamp courtesy delay. Rear foglamp switch-off (switch has to be reselected if engine is switched off for more than 2 hours). Ignition-off power seat operation.

Front directional reading lamps. Kerbside illumination. Footwell illumination. Illuminated vanity mirror on passenger sunvisor. Cruise control.

### In-Car Entertainment

Electronic tune 3-band stereo radio/stereo cassette/compact disc player (R990) with security code theft deterrent, RDS on FM, Autostore, separate bass and treble controls, full logic electronic control cassette deck, Dolby B and C, auto reverse, auto metal tape selector, repeat, automatic programme control (APC), 6 disc CD autochanger mounted in boot, high power amplifier and 8 speakers. Power operated aerial.

## SUSPENSION/STEERING



Fully independent suspension. Front: widely separated unequal-length double wishbones for precise wheel camber control. Rear: strut system, located transversely by lower wishbone and longitudinally by compliant trailing link. Front and rear anti-roll bars for additional cornering stability. Coil springs and separate telescopic non-load bearing dampers, tuned to optimise ride comfort. Anti-dive/anti-lift geometry.

### Steering

Rack and pinion power-assisted steering. Speed Proportional system, giving increased power assistance at lower road speeds, and reducing assistance at higher speeds to maintain good steering feel.

### Brakes, wheels and tyres

Servo-assisted dual circuit disc brakes front and rear, ventilated at the front. Bosch 2-E electronic anti-lock braking with four wheel sensing for optimum steering control. Audible brake pad wear indicator. ABS warning light. Uniquely styled 16" alloy road wheels with 205/55 VR X 16 low profile tyres.

## CONTROLS AND INSTRUMENTATION



Four-spoke steering wheel with height adjustment. Horn push in steering wheel centre pad. Speedometer with odometer and trip mileage recorder. Tachometer, fuel gauge and water temperature gauge. Warning lamps for direction indicators, mainbeam, side lamps on, ignition/no charge, brake circuit failure/low fluid level, hand-brake on, brake pad wear, low oil pressure, low fuel. Audible brake pad wear indicator. Variable intensity illumination.

Twin control stalks: right - windscreen wipers (2-speed), with programmed wash/wipe, variable intermittent wipe and flick wipe. Left - direction indicators, headlamp dip/flash, side lights, headlamps.

Air-conditioning system with Automatic Temperature Control. The system responds to strategically placed sensors, reading both exterior and interior temperatures, and also sunlight levels, to maintain the pre-set temperature with great accuracy and consistency.

Driver's left footrest. Remote release mechanisms for fuel flap and boot. Dipping rear view mirror.

## INTERIOR FEATURES



Full leather trim for seat facings, incorporating unique narrow pleat style with contrasting dark piping. Leather-trimmed seat sides, backs and head restraints. Leather-trimmed door casing and rear quarter casing inserts, door grab handles, steering wheel, cassette stowage box lid and handbrake grip.

Burr walnut veneer inserts to fascia, instrument binnacle, floor console, doors, centre console and rear of floor console.

Soft finish colour-keyed fascia, incorporating glove box and coin tray. Fascia centre console with push-button ashtray, cigar lighter and storage facilities. Floor mounted centre console with cassette storage and rear passenger ashtray.

Doors with styled armrests and carpet kickstrips. Driver's and passenger's doorbins. Door sill finishers and tread strips. Cloth headlining. Swivelling sunvisors - driver's with docket pocket, passenger's with vanity mirror. Recessed rear passenger grab handles. Cut pile carpet. Fully trimmed luggage compartment with boot lamp. Cloth trimmed rear parcel shelf.

Fold forward front seat backrests. Front seat backrest release handles. Additional driver's inboard courtesy release on front passenger seat. Seat-mounted buckles for front seat belts. Front seat belt presenters. Rear seat belts (including centre lap strap) with recessed buckle stowage facility. Front seats with heated cushions and seat squabs, and power adjustment for fore/aft movement, recline and lumbar support. Driver's seat height adjustment. 2-position memory facility for driver's seat/door mirrors. Fully adjustable front head restraints. Individual rear seats, tailored for 2 passengers. Fully adjustable rear head rests. Seat back map pockets.

## BODY FEATURES



Monocoque construction with passenger safety cell and front and rear crumple zones. Side intrusion rails in doors. Laminated windscreen.

Unique wings, doors, roof and bootlid. Frameless door windows. Body coloured A post. Twin bright straight exhaust tailpipes.

High security locks with lock shield and anti-pick mechanism. Comprehensive anti-corrosion treatment with extensive use of zinc-coated steels; seam-sealing; phosphating; electrophoretic primer application; underbody sealant and heavy duty wax underbody coating; wax-injection of all box sections; protective lacquer coating on engine bay and power unit. Aluminium exhaust (from first silencer back). Front wheelarch liners and front mudflaps. 6 year anti-corrosion warranty, 3 year cosmetic/paint warranty.

Extensive sound insulation, with heavyweight bonnet pad, thick engine bay bulkhead pad and interior bulkhead insulation; moulded headlining and undercarpet pads. Aerodynamically designed, with front bib spoiler, flush glazing. Power operated radio aerial mounted on rear wing. Twin door mirrors; green tinted glass; shadeband on front and rear screens; bright finish to windscreen; black side rubbing strip with bright insert; body colour bumpers with black top face and bright insert. Bright grille surround.

## WARRANTY



In your first 12 months of ownership you'll have the protection of the most comprehensive first year warranty in the industry.

Like most warranties, you get 12 months unlimited mileage cover. But Rover first year warranty doesn't stop there.

You also get, completely free:

- A six year anti-corrosion warranty.
- A three year cosmetic paint warranty.
- AA Membership benefits — And half price rates for other members of your household.

Those Membership benefits include:

- AA Roadside Assistance, AA Relay and AA Homestay. For complete reassurance in any emergency situation — even for all the annoying little things that happen, like losing your keys, or running out of petrol. In addition, Roadside Assistance is also provided throughout Continental Europe.

Complete peace of mind is yours during the first year of Rover motoring. And the protection goes on. For the second and third year of ownership, Rover Optional Warranty means that you can continue to enjoy the reassurance of trouble-free motoring.

With Rover Optional Warranty, for a very modest cost, the vast majority of your car's components are insured against most mechanical and electrical problems, including the cost of labour. And it does a great deal more too:

- Your AA membership benefits continue: Roadside Assistance, Relay and Homestay (including Roadside Assistance in Europe).
- Car hire contributions if your car is off the road for more than 24 hours.
- No limit to the number or value of claims. And no excess charges to pay. It makes a lot of sense to let us do the caring while you enjoy the driving.

## FINANCE AND INSURANCE



ROVER FINANCE LIMITED offers a comprehensive range of funding packages for Rover Cars.

Facilities designed especially for the business user include:

- Hire Purchase.
- Lease Purchase/Conditional Sale.
- Contract Hire.
- Contract Purchase.
- Finance Lease.

For the location of your nearest finance specialist, telephone FREE on 0800 626 545.

### Insurance

Motor Insurance for your Rover car is available through ROVER FINANCE INSURANCE. The *Coverplus* policy, which is recommended by the Rover Group, is arranged by Bain Clarkson Limited — International Insurance Brokers, underwritten by a major insurance company and is exclusive to Rover Cars.

*Coverplus* is specially designed to provide wide-ranging cover, including:

- High quality cover at competitive premiums
- Personal Accident benefits
- Protected No-Claim Discounts
- Legal Expenses Protection
- Motor Helpline Service
- The option to extend cover for Business Use.

You can take advantage of this secure and reliable insurance whether or not your vehicle is funded through Rover Finance.

For more details, a no-obligation quote, or even immediate cover, simply telephone on 0883 347000.

Rover Finance Limited is a member of the National Westminster Bank Group



## PERFORMANCE

	Auto	Man
*0 — 60 mph in secs.	9.0	8.2
*30 — 50 mph in secs (4th gear)	N/A	8.0
*50 — 70 mph in secs. (4th gear)	N/A	8.2
*Top speed (mph)	131	133
Power output: PS (EEC) @ RPM	169 @ 5900	169 @ 5900
Max torque: NM (EEC) @ RPM	225 @ 4500	225 @ 4500

\*Manufacturer's data.

The Rover 800 Coupe is equipped with a 3-way controlled catalyst and must use unleaded fuel. The use of Premium (95 RON) unleaded fuel is recommended. Unleaded petrol of a higher octane can be used.

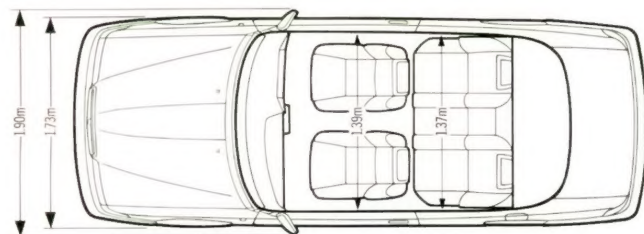
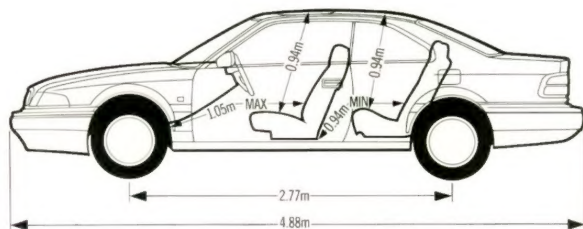
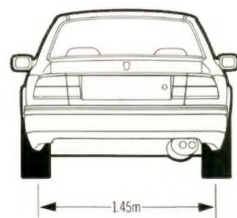
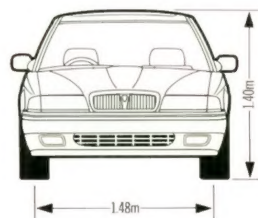
Fuel tank capacity: 15 gallons (68 litres.)

Servicing intervals: 6 months/6,000 miles, whichever occurs first.

## ECONOMY

	Auto	Man
Urban mpg	21.2	22.1
Mpg @ 56 mph	36.6	37.4
Mpg @ 75 mph	31.3	32.9
Urban L/100 km	13.3	12.8
L/100 km @ 90 km/h	7.9	7.5
L/100 km @ 120 km/h	9.0	8.6

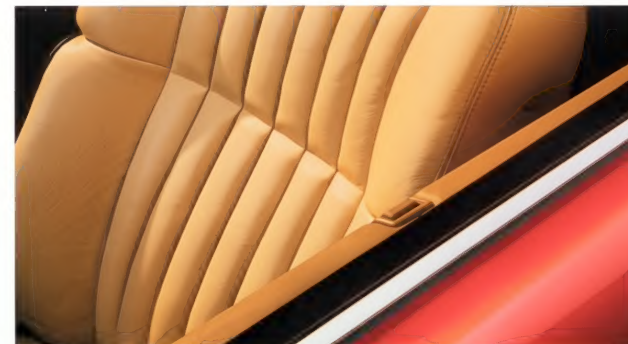
All figures (in mpg — L/100 km) are from officially approved tests under the Passenger Car Fuel Consumption Order 1983.



Turning circle: 11.38 m

Luggage capacity: 0.50 cu.m

## EXTERIOR BODY/INTERIOR TRIM COMBINATIONS



		EXTERIOR BODY COLOURS						
		CLEARCOAT METALLICS					Pearlescent Caribbean Blue	Pearlescent Nightfire Red
FABRIC	COLOUR	Black	White Gold	Quicksilver	Storm Grey	British Racing Green		
Leather	Light Granite	○	○	●	●	○	○	○
	Light Stone Beige	●	●	○	○	●	●	●

● Standard ○ No-cost option

Metallic paint contains particles of aluminium flake, making the colour appear to change shade under different light conditions.

Pearlescent paint contains translucent mica particles, giving the illusion of constantly changing, shimmering colour under different light conditions.







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